भी 96 प्रतिशत खुदरा व्यापार असंगठित क्षेत्र के अंदर है, केवल चार प्रतिशत संगठित क्षेत्र में है। जो आपका डोमेस्टिक इन्वेस्टर है, उस पर इस देश के कानून में कोई पाबंदी नहीं है और न ही ऐसी कोई नीति है। .(**व्यवधान**)..जो प्रश्न माननीय सदस्य पूछ रहे हैं, मैं उसी का उत्तर दूंगा। ...(**व्यवधान**)..

श्री शिवानन्द तिवारी : जो सवाल पूछा गया है, उसका जवाब नहीं दिया गया है और इसी बात को दोहराया जा रहा है। ये इससे पहले भी यह बात कह चुके हैं।

श्री आनन्द शर्मा : देखिए, जब जवाब एक ही है, तो मैं दो जवाब कैसे दे दूं? दूसरे, आप नीयत की बात कर रहे हैं, तो मैं आपकी संतुष्टि के लिए अपनी सरकार की बदनीयती स्वीकार करुं और आपकी बात को मान लूं।...(**व्यवधान**)..मैं ऐसा उत्तर नहीं दे सकता।..(**व्यवधान**)..

श्री शिवानन्द तिवारी : मैंने यह नहीं कहा है। ..(**व्यवधान**).. मैंने कहा है कि क्या आप दूसरा अध्ययन करवाएंगे? ..(**व्यवधान**).. आप दूसरी स्टडी करवाएंगे, मैं यह जानना चाहता हूं?..(**व्यवधान**).. क्या सरकार दूसरी स्टडी करवाने के लिए तैयार है?

श्री आनन्द शर्मा : जब आप नीयत की बात करते हैं, मैं उसकी ...(**व्यवधान**)..

SHRIMATI BRINDA KARAT: Sir, I want to know whether there is any change in policies as far as FDI into the retail sector is concerned because in the newspaper reports relating to the Prime Minister's visit to the US, we have seen that you are changing your policy on this. Please give a categorical statement in the House.

SHRI ANAND SHARMA: Sir, I am responding to the question which is there before the House. I am not responding to what Mrs. Karat has said about a newspaper report emanating from the United States of America. Secondly, we have a very clear policy as I have mentioned that in the extant policy, no FDI is allowed in the retail sector and we have no intent to review FDI in the retail sector except what is permitted, a single brand retail, and that too in specific products in the high end.

MR. CHAIRMAN: Question Hour is over.

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WRITTEN ANSWERS TO STARRED QUESTIONS

Problems in land acquisition for highway projects

*82. SHRI N.R. GOVINDARAJAR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether many highway projects have been held up as the National Highways Authority of India (NHAI) has not yet received possession of 80 per cent of the required land;

(b) if so, the details thereof;

(c) whether the progress of acquiring land in many States is unsatisfactory;

(d) if so, the details thereof; and

(e) whether the State Chief Secretaries were asked to head their respective land acquisition monitoring committees to accelerate the process?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI KAMAL NATH): (a) and (b) No Sir. However, the Letters of Acceptance have not been issued in respect of highway projects on Ghaziabad-Aligarh section and Goa-Karnataka border to Panaji section due to delay in land Acquisition. For Ghaziabad-Aligarh Section, the notification under Section 3(A) has already been processed for 95% of the land. Similarly, in Goa-Karnataka border to Panaji Section 64% of land is under possession and notification for the balance land is under publication.

(c) to (e) The State Governments have been requested to set up dedicated 192 Special Land Acquisition Units to speed up land acquisition exclusively for NHDP projects. In this connection meetings have been held with the Chief Ministers of Bihar and Kerala, and with Chief Secretaries/ Principal Secretaries of concerned states. Chief Secretaries have been requested to head the monitoring committee in their States to accelerate the Land Acquisition process. Regional offices headed by Chief General Manager (CGM) level officers of NHAI have been set up in 10 different regions to have effective coordination and regular meetings with the State Governments.

Filling of vacancies in ITIs

*88. SHRI SANTOSH BAGRODIA:
SHRI GIREESH KUMAR SANGHI:

Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) the State-wise details of ITIs;

(b) the State-wise details of the enrolment in the ITIs;

(c) whether it is a fact that seats have been lying vacant in the ITIs;

(d) if so, the State-wise details of vacancies in ITIs and the reasons therefor; and

(e) the steps being taken by Government to fill up the vacancies?

THE MINISTER OF LABOUR AND EMPLOYMENT (SHRI MALLIKARJUN KHARGE): (a) to (e) State-wise details of ITIs/ITCs in the country are given in Statement-I (*See* below).

As ITIs/ITCs function under the administrative control of respective State/UT Government, enrolment data is not maintained centrally. However, data collected from States/UT administrations are given in statement-II (*See* below). They suggest that while seats have been lying vacant in some states, more admissions than available seats have been done in others. Main reasons for these vacancies are non-alignment of trades with industrial requirement, acute shortage of principals and instructors, lack of quality training, lack of industrial interface, lack of adequate investment by the State Governments, etc. Some trainees also leave these courses on getting admissions in higher courses such as polytechnics, engineering, etc.

The Government of India has taken various steps to improve the quality and relevance of training as follows:

(i) There were 1896 Govt. ITIs as on 1st January, 2007. Out of these, 100 ITIs are being upgraded through domestic funding at a cost of Rs.160 crore. 400 ITIs are being upgraded through world Bank assistance at a cost of Rs.1581 crore. The remaining 1396 ITIs are being upgraded through Public Private Partnership at a cost of Rs.3550 crore.